(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness amoung the staff.

Deterioration in the result in Economics in Kendriya Vidyalayas

1583. SHRI K.M. KHAN: Will the Minister of HUM AN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the result in Economics in Kendriya Vidyalayas at Lawrence Road, Shalimar Bagh and Pitampura has been reported below one per cent since 1992;

(b) if so, the details thereof and the reasons therefor;

(c) whether Government propose to fix some responsibility in this regard to ensure improvement in future; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) and (b) The result of class XII in Economics in respect of these three Kendriya Vidyalayas since 1992 have been more than 70%.

(c) and .(d) No, Sin However, improving results is a continuous process and efforts have been taken to improve it further through question banks, remedial teaching, teachers' workshops, in-service courses to teachers etc.

Abandoned rail bogies and rolling stock along rail lines

1584. SHRIMATI VEENA VERMA:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number ot rail-wagons, rail bogies and other rolling stock continue to lie abandoned for years together along different railway lines after accidents and otherwise;

(b) if so, the details of such abandoned rolling stock lying for over one year, indicating the total estimated cost of such items; and

(c) the reasons for allowing the rolling stock lying abandoned for so long, and not salvaging and putting it to harness?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) No, Sir. It is not a fact that large number of rail wagons, rail bogies and other rolling stock are allowed to be abandoned for years together at the accident sites. However, the accident involved stock, for which salvaging becomes difficult and uneconomical, is disposed off at accident site itself. At present about 1000 sucn wagons. 73 coaches and 1 diesel locomotive of an approximate scrap value of Rs. 8.4 cr., which are more than one year old are in the process of final disposal.

(c) Just after the accident first priority is always to restore the traffic. During restoration rolling stock which is economically repairable is put back on the tracks and sent to the repair depots/locosheds and other stock is laid aside the track. After traffic is restored the serviceable components of the stock at the site are retrieved without disturbing the rail traffic which takes time depending upon the terrain and operating conditions. Then the leftover stock is surveyed for condemenation and is subsequently ouctioned for removal by the purchaser on as is where is basis. The entire process thus takes time depending on the location of the site and road approach and varies from case to case.